



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Sioux Falls, SD	<b>Accident Number:</b>	CEN19LA049
<b>Date &amp; Time:</b>	12/25/2018, 1703 CST	<b>Registration:</b>	N6745V
<b>Aircraft:</b>	Beech 58	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On December 25, 2018, about 1703 central standard time, a Beech 58P, N6745V, was destroyed when it impacted structures and terrain 3 miles south of the Sioux Falls Regional Airport (FSD), Sioux Falls, South Dakota. A post impact fire ensued. The pilot and passenger were fatally injured. The airplane was owned and operated by a private individual under the provisions of Title 14 *Code of Federal Regulations* Part 91 as a personal flight. Instrument meteorological conditions prevailed and an instrument flight rules (IFR) flight plan was filed for the flight. The flight originated from Gerald R. Ford International Airport (GRR), Grand Rapids, Michigan, about 1407 and was en route to Marv Skie-Lincoln County Airport (Y14), Tea, South Dakota.

According to the Federal Aviation Administration (FAA), the pilot was cleared for the area navigation approach (RNAV) to runway 33. The pilot stated that he wanted to "break off the approach" and land at Y14. The pilot was advised that FSD was IFR and he acknowledged. According to a preliminary review of radar data provided by the FAA, the airplane continued the approach; however, the airplane did not stop descending and the controller advised the pilot that the airplane's altitude was low. There were no further communications received from the pilot and radar contact was lost.

Due to the government furlough, neither the National Transportation Safety Board, nor the Federal Aviation Administration responded to the accident site. The on-scene documentation for this accident was conducted by the Sioux Falls Police Department.

The initial impact point was located in trees and along the back of a structure in a residential area. All major components of the airplane were located at the accident scene. Both engines, the left side of the wing, the right side of the wing, and the empennage separated during the impact sequence and were located within the debris field. One landing gear assembly was located across the street from the main wreckage.

## Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N6745V
Model/Series:	58 P	Aircraft Category:	Airplane
Amateur Built:	No		
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	FSD, 1427 ft msl	Observation Time:	1753 CST
Distance from Accident Site:	3 Nautical Miles	Temperature/Dew Point:	-1 °C / -3 °C
Lowest Cloud Condition:		Wind Speed/Gusts, Direction:	9 knots / , 50°
Lowest Ceiling:	Overcast / 700 ft agl	Visibility:	9 Miles
Altimeter Setting:	30.27 inches Hg	Type of Flight Plan Filed:	IFR
Departure Point:	Grand Rapids, MI (GRR)	Destination:	Tea, SD (Y14)

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	43.501944, -96.700833 (est)

## Administrative Information

Investigator In Charge (IIC):	Jennifer Rodi
Additional Participating Persons:	Barry I Dunmire; Federal Aviation Administration; Rapid City, SD Henry Soderlund; Textron Aviation; Wichita, KS Mike Council; Continental Motors; Mobile, AL
Note:	The NTSB did not travel to the scene of this accident.